

INFORMATION REPORT

CD NO.

COUNTRY (Moscow Oblast)

DATE DISTR 15 Feb. 1952

SUBJECT Klin Airfield

NO. OF PAGES 8

PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO REPORT NO.

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1. The airfield north of Klin (56°21' N/26°45' E), Moscow Oblast, was bordered by woods on the north and east. The landing field was slightly rolling and sloped to the west and east. A concrete runway, estimated to be 50 to 60x2,500 meters, was in the southern section of the landing field. Splinterproof revetments which seemed to be unused were on both sides of the runway.
2. In July and August each year, the airfield was occupied by parachutists who were quartered in the tents on the edge of the field. The troops arrived and left in

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Document No. 1
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☐ Declassified
Class. Changed To: TS S C
Auth: HR 70-2
Date: 14-7-78 By: []

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twin-engine planes with radial engines and single rudder assemblies from which they also practiced parachuting during their stay. There were about 300 twin-engine planes and about nine cargo gliders; the latter were thick, clumsy and larger than normal sports gliders.

3. There was the following parachute training: Group jumping from 10 formations, each of 20 planes. Fifteen parachutists jumped from each plane. Parachutists said that they each had to make about 20 jumps. They wore khaki summer blouses, called gymnastionka, dark epaulets without piping, and the parachute badge on the left breast. There were two kinds of badges, one showing a parachutist with a parachute, the other showing two parachutes with jumpers. Both versions were made of bronze, silver and gold. From talks with soldiers it was learned that the badge with two parachutes was awarded to parachutists who had made 75 or 100 jumps. The parachutists were armed with submachine guns. Containers suspended from parachutes were also dropped during group jumps. Parachuting from formations of 20 planes each was practiced daily in good weather and parachutists from formations of more than 200 aircraft once or twice weekly. Night flights were not made. The planes took off individually or in formations of three planes upon the firing of green or red signal flares. It took about 10 minutes from the take-off of the first plane to the dropping of the parachutists when the planes took off in a formation of 20 aircraft, and one and a half to two hours with a formation of about 200 planes. The parachutists jumped from an altitude of 300 to 500 meters. The planes carrying the parachutists were flying in wedge formations, one behind the other, and at different altitudes. The planes landed individually. Landing permission was signalled by flares. The landing plane gave the jumping signal by firing red or green signal flares or by dropping the first jumpers. Jumping from 20 planes took three to five minutes and from a formation of more than 200 planes between one and two hours. Fifteen parachutists could jump through one door, one man after the other, seldom two or three at the same time. Some of the jumpers had one parachute, others two parachutes, which could be usually large or of different sizes. The parachutes, including those from which containers were suspended, were white, green or blue. They usually opened after dropping 20 to 40 meters, individual parachutes after 100 meters. The static line could be seen on some planes approaching or leaving.
4. Jet fighters, on which a fuselage step and slide rail were definitely identified, were seen for the first time in July or August 1943. (1) A six-engine craft with propeller, high rudder assembly, nose wheel, and a very long fuselage, extending far beyond the wings and engines, was parked at the field for an extended period in 1943. (2)
5. A runway was believed to be at the field. During a week in late March or early April 1943, some trucks continually hauled corrugated metal sheets to the field from the Klin railroad station. Differences in the size of the plates ranged from 1 to 1.3 square meters; they had punched holes. [redacted] such plates were used for runways. (3)
6. Jumps, mostly in groups, were made from slow transports at altitudes of 300 to 1,100 meters. About 16 or 17 soldiers jumped from each plane. The parachutes usually opened after dropping 300 to 400 meters.
7. The airfield seemed to be a military training ground for paratroopers and cargo glider pilots. Follow ups who worked at the field said that hangars, barracks buildings and fuel dumps were in the woods north of the field. Some twin-engine planes and 15 to 20 cargo gliders were stationed at the field.
8. The following flying activity was observed: Cargo gliders, both empty and loaded, were towed by twin-engine planes. About 10 parachutists jumped from a twin-engine plane and about 4 from a cargo glider. (1) The exercise was sometimes done from a formation of six transports and six cargo gliders. The towing rope was about 60 meters long. The jumps were made from an altitude of about

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2,000 meters. (5) The parachutes opened midway between the aircraft and the ground. Containers were also dropped by parachute. A jeep suspended from four parachutes was repeatedly dropped from a cargo glider which was towed to an altitude of about 1,200 meters. Two of the parachutes had longer lines than the others to prevent tangling with the other two. According to civilians, the axles of the motor vehicles often broke. Most parachuting was practiced after 5 p.m. The parachutists wore dark blue jumpsuits and helmets, very similar to the helmets of German parachutists.

9. Description of cargo glider: High-wing monoplane, wings probably tapering, tips rounded, single rudder assembly, plexiglass pilot's compartment forming a slight step on fuselage in line with leading edges of wings, fixed landing gear with three pneumatic tires, tail wheel. On the left side of the fuselage, about in line with trailing edge of wing, was a large hatch which was too small for a jeep. The cargo glider was about as large as a Ju-52 and had noticeably wide wings. (6)
10. The airfield was about 1 1/2 x 2 km. There was a concrete runway which was illuminated by a large searchlight. There were no boundary lights.
11. Most aircraft stationed at the field were twin-engine, low-wing monoplanes with single rudder assembly and radial engines. About 50 to 60 planes of this type were standing on the edge of the field. There were cargo gliders, of all-wood construction, high-wing monoplanes with wheeled undercarriage, wings similar to those of the Pe-109, plexiglass cockpit, and windows on each side of the fuselage. Each glider had a capacity of 12 or 13 parachutists and one pilot, or three or four men and one AT gun mount. Individual Douglas planes, Pe-2s and biplanes were also seen.
12. Parachuting was practiced from July to September. The twin-engine transports which towed one cargo glider each usually flew in a wedge formation of nine planes. Junior planes towed gliders were usually made before their release from the towing plane but sometimes after the release. About 12 or 13 parachutists usually jumped from one glider from an altitude of 300 meters. The parachutists wore flying suits and steel helmets without brims. AT gun mounts, each suspended from two very large parachutes, were repeatedly dropped through the bottom hatch of the cargo gliders. Parachutists were released together with AT gun mounts. (7) Boxes, suspended from small parachutes, were also dropped at the same time. The boxes fell faster than the parachutists and trailed long colored ribbons behind. Their size indicated that they probably contained infantry or AT ammunition. Equipment and other boxes, possibly containing AT rifles, were also dropped by very large parachutes. (8) The jumps from twin-engine transports were always made by 10 men in rapid succession and from an altitude of more than 300 meters.
13. A large settlement of log houses was about 500 meters southwest of the field. Soviet civilians said that a total of 350 log houses were to be built for pilots.
14. In May or June of each year from 1947 to 1949, twin-engine planes and parachutists were stationed at the field for two weeks, during which time jumping was practiced. Thirty-eight twin-engine planes, with windows and a door on each side, called Douglas by Poles, former pilots, were once counted at the field in 1949. Another twin-engine aircraft type was seen in 1949. The planes had a nose wheel, the front section of the fuselage projected far beyond the leading edges of the wings, and a towing device for cargo gliders, looking like a life belt, was fitted on the bottom of the tail. (9) Cabin windows were not noticed. Six to nine planes of this type were seen. The same number of cargo gliders was seen for the first time in 1949. The cargo gliders were high-wing monoplanes with wide and angular wings, pilot's cockpit forward of leading edges of the wings, clumsy fuselage, and elevator assembly set on upper edge of fuselage. (6)
15. The twin-engine transports, headed by the leading plane, approached the field in flights, one after the other, at a similar altitude. Eight to twelve parachutists jumped in succession from each plane through a side door. The parachutes opened

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immediately. Individual jumpers had two parachutes, one a little smaller than the other. Some parachutes were colored. The dropping of a passenger car or an AT gun, fitted under the fuselage of the plane, was seen once in 1949. Weapons and vehicles, suspended from four parachutes, were also dropped, but the parachutes never opened properly. (3)

16. Jet planes with swept-back wings, the cockpit in front of wings and a definitely identified fuselage top, were seen at the field for the first time in 1949. They flew in the evening or at night and had their navigation lights switched on. (10)
17. The field had runways and taxiways, some with a concrete surface. Many buildings were in the woods north of the field. Twin-engine and four-engine planes and turbojet aircraft were seen at the field. The four-engine planes had nose wheels. The turbojet aircraft showed a flash of fire when flying at night.
18. Parachute jumps were made individually or in groups of 50 men from twin-engine and four-engine aircraft prior to November 1949. Small motor vehicles, similar to jeeps, and small AT guns, each suspended from three parachutes, were also dropped from an altitude of about 2,000 meters. The parachutes of ten failed to open. The vehicles and guns were fitted under the fuselage of the plane, between the landing gear. (3)
19. Three or four three-axle tank trucks daily came from the town and went to the field. PIs said that the tank trucks had a capacity of 12,000 to 15,000 liters. No vehicles had trailers.
20. The barracks buildings of the airfield were in the woods to the northwest. The fuel dump and depots were also believed to be there. There were obstacle lights, a flashing searchlight, and a blue light, similar to a neon light. This blue light, apparently from only one light source, must have illuminated the entire landing field because PIs in the camp, 1 1/2 km from the field, could read the newspaper when this light was on.
21. The field was occupied by about 50 dark-green twin-engine planes with two in-line engines, extending almost as far as the nose, radiator at underside of nacelle, double rudder assembly, landing gear retracting rearward; (9) 250 to 300 silver-gray twin-engine planes for parachuting and towing cargo gliders, two radial engines, probably single rudder assembly, half the cockpit of plexiglass, one door on left side; (11) 250 to 300 gray-green cargo gliders, midwing monoplane, no landing gear but skid, fuselage stubby and estimated to be 5 to 10 meters long. The gliders were slightly smaller than the towing planes behind which they were parked. (12)
22. Parachuting was generally practiced from 20 to 30 aircraft between 5 and 6 p.m. on two or three afternoons weekly, and from formations of 50 to 60 planes five to seven times during the entire period of observation. Jumps were made only from twin-engine planes with radial engines in good weather and slight wind. The take-offs and landings were made individually at intervals of about 20 seconds. Only once was a formation of nine planes seen to take off at the same time. Formation of 27 planes once assembled within 15 minutes after the take-off of the first plane. The formation, usually of 20 to 30 planes, flew in flights of three, one behind the other. Twenty parachutists jumped from each plane and through one door in rapid succession, all within 20 seconds, from an altitude of 200 to 300 meters. The parachutes opened after dropping about 10 meters. The jumpers usually landed in a very small area within a very short time. Accidents occurred frequently.
23. The dropping of jeeps was seen twice. One jeep was fitted under the fuselage of a twin-engine plane, which was thus barely able to take off. Six take-offs were made by nine planes, one after the other, and jeeps, suspended from

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three or four large parachutes, were dropped simultaneously from an altitude of about 400 meters. At the first dropping practice the parachutes of two jeeps did not open. Tests were presumably being made. (8)

24. Formations of nine cargo gliders each were towed almost daily by twin-engine planes. The take-offs were made individually. The aircraft then formed a V-formation. At an altitude of 400 meters the cargo gliders were released simultaneously, made one local flight in V-formation, and then landed individually. The towing rope was no more than 60 meters long.
25. Blocks of new four-story barracks buildings were located north of the airfield. Each block was 25x30 to 100 meters. Two blocks were occupied by Soviet Air Force troops. The field had two intersecting asphalt runways, about 50 meters wide. One was 1,200 to 1,500 meters long and the other 800 to 1,000 meters. The following aircraft were parked on the edge of the field: twin-engine planes with double rudder assembly and long front section of fuselage; cargo glider, high-wing monoplane, width and length almost the same, straight wings, no dihedral or sweep back, cockpit close forward of leading edge of wings, single rudder assembly, no landing gear, fuselage appeared trapezoidal when seen from the front, upper section wider than lower section, front section box-like and shorter than rear section. The cargo gliders were about the same size as the twin-engine planes by which they were towed. (12) The twin-engine planes also dropped parachutists and trucks.
26. Training with cargo gliders was separate from parachute training. The cargo gliders always flew in formations. Each flight of three planes was flying at the same altitude and in one line. The distance between the towing craft and the cargo glider was from 50 to 80 meters. The three cargo gliders of the first flight were released first and broke to the left, one after the other, first the left-hand plane, then the center plane and at last the right-hand plane. The same maneuver was repeated by the left flight and the right flight. Such practice was performed three to four times weekly in the summer of 1948 and 1949 but not in the winter.
27. Parachute training was especially intensive in July and August 1949. The parachutists were quartered in Solnechnogorsk (56°10' N/ 36°59' E), about 20 km southeast of Klin, as was observed on a truck ride there. (13) Civilians said that an entire parachute division was stationed there. An estimated 50 trucks, each occupied by about 25 men, hauled the paratroopers to the field daily. Training was done in the mornings and afternoons, even in bad weather. A maneuver must have taken place in late August 1949, because all roads in Klin were blocked. Civilians said that 20 generals from Moscow and the Solnechnogorsk officer candidate school were present. It was observed from the camp that several twin-engine planes took off and circled the field individually at an altitude of 1,000 meters. Then 12 to 13 men jumped from each plane. One parachutist let himself fall a great distance before he opened his two parachutes, one of which was red. After the jumps from one plane there was parachuting from three planes, all three flying at the same altitude and in one line. The planes first circled the field and then 12 to 13 men jumped simultaneously from each plane. One parachutist of each group again dropped a great distance before his two parachutes, one of which was red, opened. Such parachuting was practiced almost every day. Trucks, suspended from parachutes, were also dropped. A twin-engine plane climbed to an altitude of about 1,000 meters, circled the field several times and suddenly dropped a truck, suspended from a parachute. Almost all trucks were destroyed when landing.
28. The parachutists, who were trucked to Klin from Solnechnogorsk every day in July and August 1949, wore blue uniforms resembling Hitler's overalls, with large breast pockets but no badges. The soldiers wore a gray-blue crash helmet, similar to the German steel helmet, and belts without side arms, when passing the town on their way to the field. When they came to Klin on Sundays they wore olive-drab uniforms like soldiers of other branches of service, but cut similar to the German Air Force uniform. On one sleeve they had a badge 6 to 8 cm in size showing an open parachute with a jumper, embroidered in white or silver on a blue background. The epaulets and cap ribbon were steel blue.

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29. The field was about 1.2x3 km. A gray stripe, probably a runway, could be seen from the road when there was bright sunshine.
30. The air force officers were billeted in private houses in the town. Beginning in 1949, some of them were quartered in a new settlement of log houses northwest of the airfield. There was an estimated 40 officers, most of whom ranked from junior lieutenant to captain. There were only a few higher ranks. A camp of three or four large tents, each holding about 30 parachutists, was erected between May and October 1949. The 150 jumpers included about 40 women. The parachute detail was relieved about every three weeks. The men parachutists, from 18 to 20 years old, wore flying suits of gray canvas, and brown leather helmets, and the women parachutists wore civilian clothes and leather helmets. (14)
31. About 60 twin-engine, low-wing monoplanes with in-line engines, three-bladed propeller, single rudder assembly, rigid tail wheel, a star and a four-digit number on the fuselage; and about 20 single-engine planes, were permanently stationed at the field. There was little flying between November and April but intensive flying between May and October, during both day and night, if the weather was good or the cloud base very high. The twin-engine planes practiced formation flying. The take-offs were made individually and in close succession. The assembly of a formation of about 50 planes took about one hour. During the formation flying the following changes of formation were practiced: Single file right, single file left, wedge formation in flights and single wedge.
32. In the summer months, towing of cargo gliders and parachuting was practiced almost daily from late afternoon until dark. The twin-engine planes took off individually at intervals of about one minute and flew one behind the other. Nine parachutists jumped from each plane at an altitude of about 300 meters. All parachutes opened regularly and at the same distance from the planes. Between about June and October 1949 the following equipment was dropped from twin-engine planes from an altitude of about 300 meters: A small gun with two spoke wheels, mount about 2 meters long, short barrel, similar to the German infantry gun; a jeep; and a four-wheel horse-drawn vehicle without a wagon shaft. The planes took off individually and at intervals of 10 minutes and more. A landed gun was once towed toward the airfield by a truck. The cargo was fitted under the fuselage, between the landing gear. After being released the cargo dropped about 120 meters before the two large parachutes opened. There were about 10 releases daily, two of which were failures because the parachutes did not open.
33. Two hangars, three large barracks buildings, one control station and five fuel containers, each 4 meters long and 2 meters in diameter, were on the northern edge of the field. The workers' settlement Maidanovo was on the southern edge of the field.
34. Flying activity, including regular parachuting, was intensified between May and July 1949. Twin-engine midwing monoplanes with two radial engines, elliptical wings and single rudder assembly, and cargo gliders, were seen. The cargo glider, which was about one third shorter than the twin-engine plane, had a very high and stubby fuselage which from the front looked like a trapezoid with the narrow side above, straight wings, a sort of skid on underside of fuselage which was used as landing gear, a small tail skid at the end of the fuselage, a window in the nose and a door just behind the wings. Twelve cargo gliders were once seen in the air at the same time.
35. Parachute jumps were made from one plane both individually and in groups of up to 15 men. The parachutists were equipped with one or two parachutes, of which one was slightly smaller than the other. Civilians said that the smaller parachute was used to facilitate steering for a definite landing point. In

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group jumping the leader jumped first and opened the parachute only after dropping some 100 meters, whereas the following jumpers opened their parachutes shortly after leaving the plane. During large-scale formation practice groups of parachutists jumped from eight to ten planes at the same time, from altitudes from 300 to 300 meters. Up to 150 men were then in the air. The aircraft approached the field one after the other. Four-engine planes were not seen. (15)

36. The following equipment was also dropped: First, small guns with short barrels, presumably T or infantry guns, suspended from two large parachutes. There was no failure of parachutes with such guns between May and July 1949; second, aerial delivery units suspended from two large parachutes; and third, small truck, definitely seen under the fuselage of twin-engine planes. Each truck was suspended from four parachutes, but the speed of descent was apparently too high, since some vehicles shattered while landing. Two parachutists jumped from the same plane after the truck was dropped. (8)
37. Practice with cargo gliders, towed by twin-engine planes, was made almost daily. Parachutists or cargoes were not released from the cargo gliders. (7) (16)

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Comments.

- (1) According to previous reports, this type jet aircraft was first seen at the field in the summer of 1948. It is believed that an error was made in the date. The skid under the fuselage is also believed to be improbable since, according to previous reports, the aircraft is a Yak-15 or MIG-9.
- (2) This plane is certainly a version of the B-29 with four engines, as was confirmed by previous reports.
- (3) The manufacture of metal landing mats for runways in a Onelyabinsk steel plant was previously reported. It is known that such landing mats were also used at the airfield of Kommunarka, near Moscow.
- (4) The number reported seems too great although [] reported that two different types of cargo gliders were used, one type of which was larger than the towing plane. 25X1
- (5) The altitude of 2,000 meters is overrated.
- (6) The description of the cargo glider does not fit the G-11 type, even assuming some errors in observation. For instance the statement that the landing gear was fixed is not correct. From the information that the size of the plane could be compared with that of the Ju-52 it is believed that the postwar types 24 or 25, the latter developed by Gvin, are concerned.
- (7) To date it has not been definitely observed that parachutists and equipment were released from cargo gliders. This is confirmed by [] this report and refuted by others. 25X1
- (8) The information that cargoes were carried by twin-engine and four-engine planes and fitted under their fuselages was previously received. 25X1
- (9) These aircraft are identical to the previously reported planes which were covered with the German DO-215 and which are believed to be of type B-25. 25X1
- (10) The same jet fighters with swept-back wings were previously observed. The fuselage step mentioned is believed to be confused with the configuration of the Yak designs previously observed there.
- (11) This plane is definitely a Douglas type, Soviet designation LI-2.
- (12) If no rough error in observation was made this description is that of the G-11 type.
- (13) Solnechnogorsk is mentioned for the first time. Occupation by parachutists has not been confirmed.
- (14) The correctness of this first report that women parachutists were trained in Klin is doubted.

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- (15) Contrary to this statement the presence of four-engine planes in Klin was confirmed by many individual reports.
- (16) Although this report [REDACTED] contains some varying statements due to errors in observation it gives a clear picture of the training activity of Soviet parachute troops at the Klin airfield from 1948 to late 1949. It is believed that a parachute and air landing unit is stationed there.

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